

## WHAT IS WANTED FOR FEDERAL BUILDING

Architects Are Willing to  
Wait or to Go  
Ahead.

WILL PLAN TO FIT

Importance of the Job  
Demands Their  
Very Best.

By Ernest G. Walker.  
(Mail Special to The Advertiser.)  
WASHINGTON, March 1.—Delegates Kalanianoʻle has received an interesting letter from York & Sawyer, the New York architects, with reference to the plans for the Honolulu public building. They would like to proceed with their work and complete it, but ask him whether he thinks such a procedure would be wise. They state frankly that they believe a better building can be designed for the larger site and point out some details in that regard.

The delegates said today that he thought the architects had shown a splendid spirit in the matter by subordinating their financial interest in this work to their desire to make the Honolulu public building the best that can be designed and by drawing entirely new plans for whatever sized lot is finally decided upon. He also expressed confidence that the architects would design a plan well adapted to the climate and surroundings in Honolulu. The text of the letter of York & Sawyer is as follows:

**What Shall Be Done?**  
"February 23, 1911.  
"Dear Sir:—Regarding the federal building at Honolulu we find ourselves in a situation in which we have need of advice. May we ask you to consider the following statement from your point of view and that of the citizens of Honolulu?"

"On September 23, 1909, we received the award of your federal building. We were to design the building, make working drawings and turn them over to the treasury department to build, the supervising architect erecting the building. After making the contract drawings and specifications we will be through except for a certain limited number of visits to Honolulu at the direction of the secretary. It is obviously to our advantage to get out these drawings, receive our pay and (except for the visits just mentioned) complete our work and our contract."

"Mr. Ayres, of the firm, went to Honolulu a year ago, studied your requirements, and discovering that the competition drawings made from the general information contained in the program (this was the design which he showed the chamber of commerce), did not fulfill the actual conditions, he proceeded to plan the whole thing afresh."

**Got Data on the Ground.**  
"Living in Honolulu in your climatic conditions, in frequent conference with the federal officers who are to be provided for in the structure, he got together all the data necessary, submitted and resubmitted schemes of plan until the whole arrangement met with the approval of those concerned. The new design for the exterior required by the new plans was to be made upon his return to the office."

"That is, it remained only to re-study the exterior to conform with the revised plans add with the information which he had obtained of the climatic conditions and the site to meet the criticisms which were made to him and to embody them in the working drawings and specifications, and we were done."

**Unfortunate Location.**  
"At this point you took up the question of additional land. It was certainly unfortunate that a building for the government should have to be placed almost directly on the street and the narrow sidewalk without any width of ground except at the back, particularly in a climate where a little space planted with typical vegetation would do so much to set off the character of the architecture. You evidently felt, as we did, that the backs of the buildings on Fort street would be an unpleasant feature and that the federal buildings so placed would not form, as it should, a center (more or less open and complete on all sides) for that portion of the city."

"Now, granted that a building sufficiently large could be placed on the present site, it is obvious that the same building can be located in the center of the whole square if you are so fortunate as to obtain it for the government. The fundamental difference being that the building would face on King street instead of on Bishop, at right angles to its present frontage. It seemed to us, however, that if the rest of the square is acquired we should re-study the whole problem, taking into consideration the direction of the trade wind and the possibilities of an expansion of the plant, making it larger on the ground and more open. We would also take full advantage of the better opportunity to provide (in addition to those on the other streets) the necessary entrances from Fort street."

With this view we have, so far, held off entirely from doing anything."

**Business to Hurry.**  
"The delay has continued so long,

## HERE TO PROOF UP BIG GUNS

ORDNANCE OFFICER BRINGS DELICATE INSTRUMENTS TO MAKE TESTS.

(From Wednesday's Advertiser.)  
Captain Platt, Ordnance Department, U. S. A., arrived yesterday on the transport Logan to test and "proof up" the mortars at Fort Ruger and the 12-inch guns at Pearl Harbor. He brought with him a number of cases of delicate instruments to be used in testing the guns. As soon as his instruments are adjusted, the fire tests will probably be made at Battery Harlow, Fort Ruger, where at least four mortars are to be placed under observation. These are the four which suffered damaged races on the initial tests. The cast iron races have now been replaced by steel ones. It is expected that heavy charges will be used in a portion of the tests, although no orders have been received from the department headquarters for target practice. This may follow in a month or so, depending on whether the guns have proved correctly.

Should full charges and projectiles be used at Fort Ruger at any time, notice will be given residents so that they may prepare for the worst to some extent. The effect of the discharge of the big ordnance pieces is not so disastrous as many have been led to believe, but windows will probably rattle and in some sections residents may believe a young earthquake has made itself known.

Captain Platt has been in Honolulu before on a similar testing mission.

## POI AS MEDIUM OF CHOLERA INFECTION

BACTERIOLOGICAL TESTS PROVE THAT IT CARRIES GERMS FOR FORTY-EIGHT HOURS.

A number of bacteriological tests made with poi have convinced the health officers of the territorial and federal government that that staple can transmit and impart the germs of cholera and probably all other disease of similar nature.

Doctor Sinclair, bacteriologist of the federal public health service and the territorial board of health as well, has made experiments with poi and demonstrated that the cholera germs are ready for business after propagating in poi for forty-eight hours and has made successful cultures of the bacilli in the product.

While proving beyond a doubt that poi infected with cholera is a source of infection at the end of that time, it has not been proven whether or not the bacilli survive the increased acidity of the poi after that time. At the end of seventy-two hours, Doctor Sinclair had so many "bugs" as he jocosely called them, in the cultures that it would have taken a week's work to eliminate the numerous other bacteria gentlemen from the colonies of what cholera germs there might have been.

Moses T. Clegg, the federal expert who is recognized by the medical fraternity as one of the foremost authorities on cholera today, has been making most of the tests on foods in the search for cholera vibrios while Doctor Sinclair has been performing the bacteriological tests on the various cases.

The details of Clegg's discoveries have not yet been submitted to the board of health but it is understood that he has obtained some very suspicious cultures from poi which may possibly result in a verdict of cholera bacilli.

## PROPER TREATMENT FOR CHOLERA.

Take a double dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy after every operation of the bowels more than natural. After three doses have been taken or when the diarrhoea has been checked take a dose of castor oil, and after that operates take the remedy again as before. Go to bed and remain as quiet as possible until out of danger.

however, that we are wondering whether your point of view coincides with ours; whether you and the people whom you represent would rather have us wait to begin working drawings until the decision is reached regarding the site, or whether you would prefer to save the time it will take to get out these contract drawings by having us prepare them now.

"Personally, we feel it wise to wait, since the final result is the only factor of lasting importance to us, but from a purely business point of view it would be highly desirable to finish the working drawings, get paid for them, relieve the office of a very large and important item which may come up later at a less convenient time, and cross the matter off our books. We have felt, however, and still feel, that a better building can be designed, our study more intelligently made, if we know first the final limits of the site and the orientation of the building."

## Important Work.

"This work, representative of the United States Government to the citizens of Honolulu, of the Territory, and to all those who enter our country through the western gateway, is as important as anything we will ever do, as the department of commerce and labor, which has just been awarded to us, the Rockefeller Hospitals, now finished, or our New York Historical Society."

"We are, therefore, taking the liberty of addressing you upon a subject which we feel sure you have as much at heart as we have, and we beg to thank you in advance for the trouble you are asking you to take on our behalf. We remain, sir, very respectfully yours,  
YORK & SAWYER."

## NO REASON FOR ANY APOLOGIES

RAPID TRANSIT COMPANY IS KEEPING PACE WITH CITY'S GROWTH.

(From Wednesday's Advertiser.)  
Officers of the Honolulu Rapid Transit and Land Company went before the committee on public lands and internal improvements, of the house of representatives, yesterday afternoon, and made their arguments in favor of the extension of the franchise of the company for an extra twenty-one years to run parallel with its charter.

They made out a strong case in support of house bill number 95, which is before the house, but the committee will make no recommendation until after a public hearing, to be called later, has given all sides an opportunity to be heard and to make suggestions.

The members of the committee present were Chairman Alfonso and Messrs. Moenauli, Castle, Huddy, Cockett, Towse and Kanekoa. For the company appeared President L. Tenney Peck, General Manager Ballentyne and W. R. Castle, counsel.

Alfonso called the meeting to order in the offices of Attorney General Lindsay and got right down to business, asking what the officers of the company had to say.

## Down to Brass Tacks.

Ballentyne, in reply, asked what the committee would like to know, and Alfonso, why the company was asking for an extended franchise.

President Peck then took up the argument for the company and spoke at length, detailing the stand of the company for improving its service and the necessity of keeping up with the wonderful growth of Honolulu.

He dwelt upon the necessity for permitting the company to use internal combustion engines in the cars. "For this would give us an opportunity to run our cars after the electric power plants had shut down, at a minimum of expense, while in time of a breakdown we could keep at least a portion of the system going."

## Present Situation.

Mr. Peck proceeded to explain just what the situation of the company was under the charter and franchise it holds, the former running for fifty years from 1899 and the franchise for thirty years. The extension of the franchise to the same length as the charter will enable the company, he said, to go ahead with improvements instead of laying aside all of the earnings of the company to form a sinking fund to conserve the interests of the stockholders at the end of the thirty-year period.

Then he went over the points of the franchise under which the company is operating, showing that the company had the right to set aside certain money for a sinking fund. He added that this money had not been diverted for this purpose, but that it had been put right back into improvements and extensions.

## Some Figures.

"But, gentlemen," added Mr. Peck, "the stockholders have foreborne their part in these profits, the highest sum ever declared in dividends in one year being \$53,000, or less than three per cent, and have done what they saw it was fit to do, and that was to put the money back in the property, altogether amounting to several hundred thousand dollars."

"The system has cost \$1,900,000, of which one-third was raised by the stock, one-third by bonds and one-third by profits, which could have gone to the stockholders, but instead went to improve the service. To do this we have not set aside one dollar for the sinking fund, amounting to between \$65,000 and \$70,000 a year."

"Now we see, eighteen years ahead, the end of the enterprise, with a certain amount of property on our hands, but without the right to operate for a single day. We would die an economic death and the personal property would be just so much junk and capital lost."

## Kept the Pace.

"We ask for an arrangement which will be just to the stockholders, who have kept pace in the service due to the progress of Honolulu."

Then Mr. Peck explained just what the agreement under the franchise was regarding the division of profits with the Territory and how all over a return of eight per cent. would be divided, but he asserted that this eight per cent. had never been reached and consequently there was nothing to divide.

He spoke somewhat of what he called the "public animus," which had manifested itself recently, and especially mentioned a letter in The Advertiser from Mr. Ashford (published Monday), but added he thought this must be due to a misapprehension as to the payment of the eight per cent, and how some people imagined that every time a conductor took up a nickel part of it was due the Territory.

To emphasize the reason why the company is seeking an extension of the franchise Mr. Peck called attention to the improvements and extensions, which have taken up so much of the profits that the stockholders could not be reimbursed.

But the strongest point made for the Territory was when Mr. Peck submitted to the committee a list of the taxes which the road is paying.

## Difference in Taxes.

"When the old horse car line was running it paid in taxes the year before we took hold," said Mr. Peck, "the sum of \$750. Last year this company paid in taxes \$22,187. The year before we paid over \$18,000 and the year before that over \$16,000 in taxes. We are willing to have the public pass an opinion on our service, for we think we have fulfilled every obligation, even further than our franchise calls for."

"In seeking this extension we offer to pay the price of two and one-half per cent. on the gross earnings of the company for the extension of the period for twenty-one years, to bring it within line with other corporations

in addition as a price or consideration for granting this franchise at this time we offer two and one-half per cent. to begin six years from now, in 1917.

## Bonus to Territory.

"Now, how much will that amount to? As a minimum it will be something like \$12,000 a year, based on our present income. But with the growth of Honolulu it will be more, and will probably reach \$15,000 a year at least. So that in the twelve years time, from 1917 to 1929, when the present franchise runs out, the bonus would be something like \$250,000 for the Territory. And there is no obligation upon us at the present time to pay any part of this."

Mr. Peck explained why it was necessary to begin the bonus payment in 1917, as the present bonds prohibit the company placing any kind of a lien on the income of the company, but in 1917 these bonds will be redeemed and the bonus can then be paid.

"Every act of this company has been open and above board," continued Mr. Peck, "and I am at a loss to know how this feeling has been brought about, except by some who have personal reasons, or as general knockers of every good thing. I can not understand it. It costs \$6000 to put on an extra car and if the company wishes to invest the earnings in betterments I think the public should appreciate it."

## Company Owns Company.

Towse asked Mr. Peck what relation there was between his company and the Pearl Harbor railroad company, and the answer was that the Honolulu Rapid Transit company owned the stock.

Mr. Peck paid a high tribute to the Castle family, stating that there was only one family in the islands that could have built the road and that was the Castle family. He also spoke of one gain the Territory has made through the company's extensions and that was the great increase in taxable property, and he cited Kaimuki as an instance.

Among others present at the hearing were Superintendent of Public Works Campbell, George R. Smith, Richard Ivers and Representative Long. After some general discussion, during which W. R. Castle said that the legislature should make a fair deal, "that will be fair to all sides," Chairman Alfonso announced that there would be a public hearing called, with three days' notice, and the hearing adjourned.

## FOR REGULATION OF ALL CHINESE POI SHOPS HERE

(From Wednesday's Advertiser.)

Unless the Chinese poi makers and sellers are "good" there will be no more poi shops under their ownership. J. H. Coney, chairman of the health committee of the house of representatives, yesterday introduced a bill in the legislature for regulating poi shops and granting to the board of health all the necessary powers to enforce the proposed law regarding such places.

The bill is exceedingly comprehensive and provides that hereafter poi can be manufactured for sale only in places where the floors are of cement and the walls the same for six feet above the floor, where the drainage is good and the surroundings such as are approved of by the board of health.

Continuing, the bill states that no poi shop shall be maintained in any place where there is not a supply of pure water, neither shall one be operated near a stable or laundry or abattoir, or any other place which the board of health objects to. All tools and utensils will have to be sterilized every time before using and no diseased person will be permitted to work in any of the shops.

The board of health is given the power to cancel a permit for a poi shop at any time necessary, and keep the place closed, under a penalty of from \$5 to \$500 or six months in jail. The legislature is determined that the Hawaiians shall have healthy and pure poi, another bill now before the house setting a standard for the manufacture of poi and preventing adulteration.

## JAPANESE OF HONOLULU TO HELP KOREANS

Japanese Christians in Honolulu last night proved their faith when, after a stirring address by Bishop Harris of the Methodist Church work in Japan and Korea, they displayed tremendous enthusiasm and took up a collection which they turned over to the bishop to be used in his work among the Koreans in Chosen.

The demonstration was spontaneous and was one of the most enthusiastic endings to a religious meeting which the bishop has met with for some time. He spoke on oriental questions and particularly upon the conditions in Korea and the educational and religious work carried on there. And when he had closed the Japanese audience immediately showered money into the collection box passed by Japanese leaders.

Bishop Harris is a passenger on the Chiyō Maru and will continue his voyage to Japan today.

The California senate has passed a bill authorizing the City of San Diego to hold an exposition in 1915.

## TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. PARIS MEDICINE CO., St. Louis, U. S. A.

## STILL ANOTHER STORY IS TOLD

KUKUI SHAMAN SAW THE MOI WAHINE LIGHTS BEST OF EVERYONE.

(From Wednesday's Advertiser.)

Unexpected testimony was that given before United States Inspectors Howe and Heeney yesterday morning, when one of the sailors of the United States lighthouse tender Kukui testified that not only did the schooner Moi Wahine, now lying at the bottom of the channel between Molokai and Lanai, strike the Kukui head on, but that as the schooner slipped by, she struck the Kukui on the stern, and that fifteen minutes after the collision he saw not only the green light, which others on board the tender swore they saw, but also the red mid-light, and yet the searchlight failed to reveal anything tangible between those two lights. Herbert Smale of the Kukui crew swore positively that both lights were seen by him for fifteen minutes after the two vessels came together.

Others aboard the Kukui have testified that they saw only the green light on what was supposed to be the ill-fated schooner, but that it disappeared almost in the twinkling of an eye. Captain Keriger stated that after getting into the pilothouse, within a minute or two of the collision, with the engines already stopped, and after he had ordered the helm down, with the starboard engine ordered to go ahead, and with the green light in view, he had the searchlight thrown on in the direction of the light, but that it disappeared and the searchlight, therefore, revealed nothing. Captain Keriger started yesterday, in answer to a question as to the power of his searchlight, that it could pick out objects a mile or more away, that he had used it on various portions of the coast of Hawaii and from Honolulu harbor he had projected the light out beyond the anchorage and had picked up floating objects with its beam.

This narrows the inquiry down to a simple question: Why was it, if the searchlight is powerful enough to pick out an object a mile or more away, and if the green and the red light of a schooner could be seen from the deck of the Kukui, and those lights were in view for fifteen minutes, that the schooner itself was not seen?

Considerable stress has been put on the statements of some who were aboard the Kukui that not a light was showing on the schooner and that they were unaware of her presence until their masthead light reflected upon the schooner's sails when she was almost under their bow, and additional stress has been put upon statements that after the collision a green light could be seen plainly, but that it disappeared very quickly.

## Conflicting Testimony.

Smale yesterday stated positively that the lights showed for fifteen minutes. They seemed to appear, he said, just after the vessels came together, the inference being that those aboard the schooner had time to light the signal lamps, and this in view of the fact that those aboard the Kukui knew a vessel had been hit, and according to Captain Sam, the sole Moi Wahine survivor, it was a fatal blow, and within two or three minutes the schooner had filled and gone down by the bow.

The statements so far given before the government inspectors vary appreciably, those of the latest witness, Smale, not being in accordance with the testimony of either the captain or the second mate. If Smale be right, then the searchlight should have picked out the schooner, as he says the two searchlights were visible for fifteen minutes after the collision. According to Captain Sam's statement his vessel had gone down before the searchlight was prepared for use and there were consequently neither green nor red nor white lights showing, the schooner having sunk beneath the waves.

## Scars on Kukui.

Examination of the Kukui's hull shows a scraped surface on the starboard side, not very far from the design of a lighthouse near the stem. Examination of the scraped bow indicates to some waterfronters that even if it might be true that the Moi Wahine went head on into the bow of the Kukui, it was due to the Kukui attempting to cross the bows of the schooner.

Smale said the noise was like that of the steamer scraping along rocks. He was positive it was the port side of the schooner which struck the Kukui. After hitting the schooner, he said the schooner was heading toward Molokai. That was after the Kukui had been twice struck. Although he was leaning on the rail and the boat passed under him he heard no shouts from the deck and no lights—then. He first saw the schooner's lights when "she was thirty yards astern."

"Be careful what you are saying," said Captain Howe in a warning voice. "Which way was she heading?"

"Towards Molokai. I did not see any lights before, or while she was alongside, but I saw them afterwards. I am satisfied there were no lights aboard when she struck. I could not see the outlines of the schooner. I was standing about three feet from the fore'style head. I could see the lights for fifteen minutes after the collision. I am positive the Moi Wahine hit the Kukui on the starboard bow, head on. When I heard it was probably the Moi Wahine I thought she would sink, because she was a wooden vessel and not an iron one. I picked up a piece of the wreck on the Kukui's deck. I know the collision happened at fifteen minutes to nine because I walked down and looked at the engine room clock. I have a habit of looking at the clock all the time."

The inquiry is not yet concluded, and will be resumed should any new evidence be offered.

Aviator W. G. Parvis was hurt fatally at Hatoa Rouge on March 5 by the fall of his biplane from a height of about fifty feet. A splinter of the wreckage pierced Parvis' groin and he is not expected to live. About 5000 people witnessed the accident.

## ANOTHER BORDER BATTLE IS IN PROGRESS

Ojinaga Defenders Fire  
Exchanges With  
Besiegers.

KNOX TO RESCUE

Demands Release of Two  
Kidnaped Youths  
on Trial.

PRESIDIO, Texas, March 15.—The Mexican revolutionists, under Colonel Sanchez, have surrounded the border town of Ojinaga and a long range battle between them and the local garrison has been in progress since Monday.

## Threatening Juarez.

EL PASO, Texas, March 15.—General Madero, whose forces were defeated at Casa Grande, is again at the head of a strong army, which is threatening Juarez. The garrison at that point has been reinforced by a number of federal troops, with guns, and a desperate defense is certain should Madero attempt to storm the town.

## Berthold on Defensive.

MEXICALI, Lower California, March 14.—General Simon Berthold, at the head of the socialist rebel army, has retreated before the federals from Ensenada and taken up a strong position here, having fortified the "bull fight" arena. The federals have swept all opposition before them and are preparing to force Berthold into a decisive action. The inhabitants of the town are leaving for safety and flocking across into California, expecting that the town is to be attacked at any moment.

## First Interference.

WASHINGTON, March 14.—The department of state yesterday made a demand upon the Mexican government for the release of Lawrence F. Converse, of Los Angeles, and Edward Blatt of Pittsburgh, being held at Juarez, where they have been facing trial on a charge of sedition against the government of Mexico, although at first charged with being spies. The demand of the state department is based on allegations that the two youths were kidnaped on the American side of the border, near Tornillo, Texas, by secret service agents of the Mexican government, and by them turned over to the troops of General Navarro, who had driven them across the line but who had not dared to cross in further pursuit. Both Americans were with General Madero.

The reduction in the charge against them was made by orders of President Diaz, upon whom pressure from influential Americans had been brought.

## More Cavalry for Border.

It was announced here yesterday that several more troops of cavalry are to be ordered to the Mexican border patrol.

## No Discrimination.

NEW YORK, March 14.—Senator Jose Limantour, Mexican Minister of Finance, declared here today that Mexico does not discriminate in favor of American allies of the rebels who are captured.

## ITALIANS CHARGED AS COUNTERFEITERS

SAN FRANCISCO, March 15.—Secret service officers yesterday arrested three Italians here, charging them with being authors of the spurious national bank notes, with which the Pacific Coast States have been flooded.

## NAVY MAN COMMITS A DEED OF VIOLENCE

SAN FRANCISCO, March 14.—R. B. Mostyn, turret captain of the cruiser California, last night killed Besse Cook, a dance hall singer.

## REFUSE TO ENDORSE JOHNSON REQUEST FOR A FRANCHISE

(Special Wireless to The Advertiser.)

HILO, March 14.—The Hilo board of trade, at a special meeting last night, refused to endorse the Johnson Bill, granting a rapid transit franchise here. The refusal of the endorsement is based on the fact that other franchise applications are before the legislature or are to be presented and the members desire to examine each of the applications and the franchise proposed under it before committing themselves in favor of any of them.

## QUICK RESULTS.

An ordinary attack of diarrhoea may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only in the most severe cases is a second or third dose required. Try it. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.